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The China Mail

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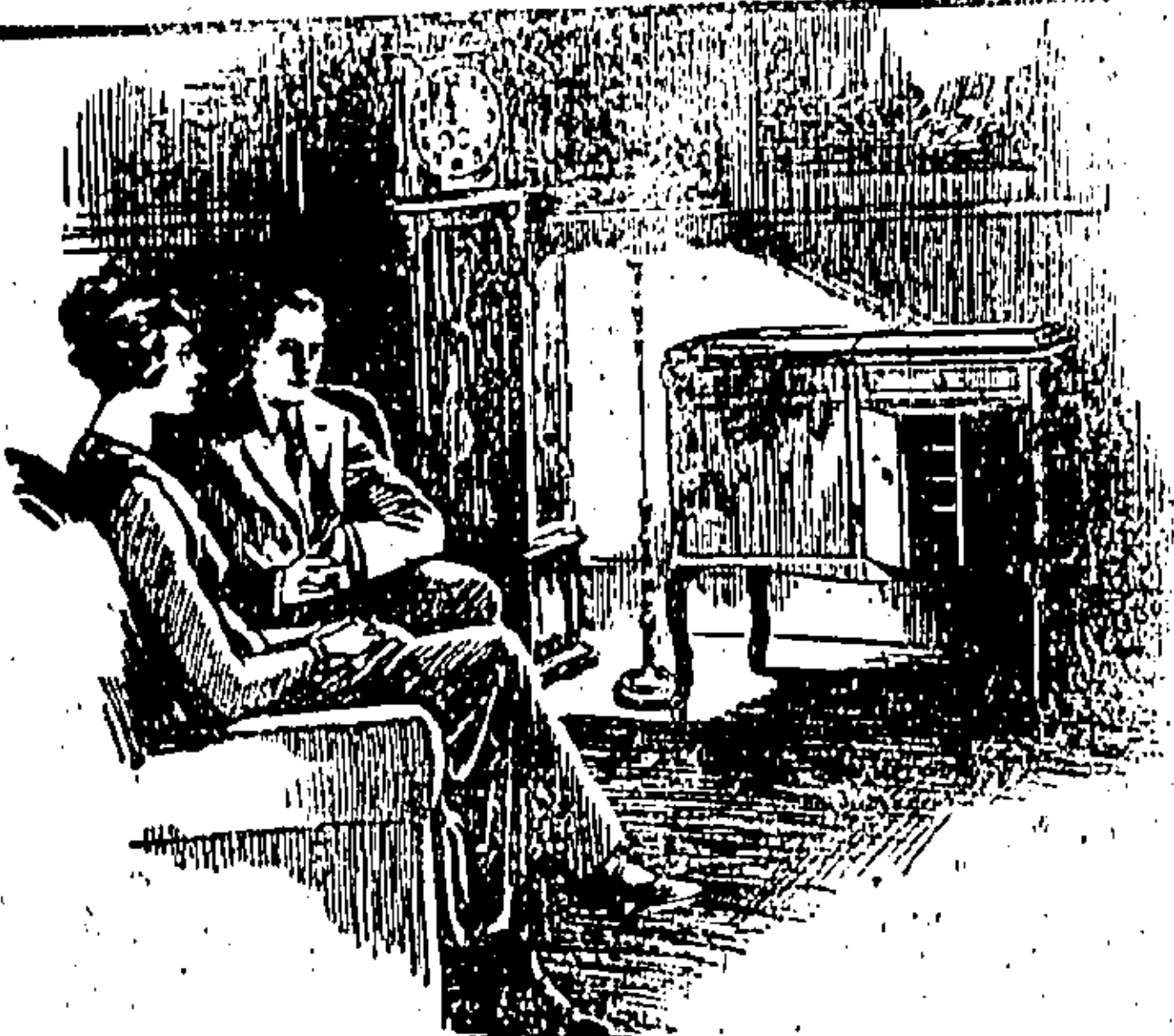
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HONGKONG, TUESDAY, MARCH 11, 1924.

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FALL OF THE FRANC.

FRANCE'S GRAVE CONCERN.

SPECIAL WAR COUNCIL.

SALVAGE MEASURES DISCUSSED.

(Reuter's Service to the China Mail.)

PARIS, March 10.

The financial situation is engrossing public interest virtually to the exclusion of everything else.

The conference at the Elysee among the President, the Premier and the Manager of the Bank of France to devise means to improve the franc was a council of war unprecedented in French history, marking the grave concern with which the Government contemplates the collapse of the franc.

The measures discussed are believed to include reduction of the fiduciary circulation which has practically touched the legal limit of forty-one milliards, reduction of expenditure in the devastated areas, increase in the discount rate, and heavy buying of francs.

But as secrecy is essential to the success of the counter offensive, no official details have transpired.

EXCHANGES NERVOUS.

LONDON, March 10.

Nervousness and weakness have continued to characterise the exchange market.

French francs improved to 113.75, but fell back to the record low level of 119.50.
Belgian rose to 127 and closed at 138.50.
Spanish pesetas were 34.80.
Sterling receded to 4.2636.

CHINA WARNED.

SOVIET'S THREATENING TONE.

RAILWAY DISPUTE.

RIGA, March 10.

In the course of a note couched in the most definite terms, M. Karakhan, Russia's representative at Peking, warns the Chinese Government against taking independent action in connection with the East Chinese Railway, formerly belonging to Russia.

He declares that the slightest alteration in the present relations will involve China in very serious consequences.

The newspaper *Isvestia*, adopting a similar attitude, states that Russia is no longer satisfied with being regarded as a negligible quantity in the Far East.

NAVAL OIL LEASES.

DOHENY GIVES EVIDENCE.

LOAN TO MEXICO.

WASHINGTON, March 10.

Testifying before the oil investigating committee, Mr. Doheny, the oil magnate, denied that he with Sinclair and others financed the present Mexican revolution. On the contrary, he said he had lent President Obregon \$5,000,000 to put down the revolution.

Mr. Doheny's attorney has advised President Coolidge that inasmuch as the Government has declined to make further payments for the construction work of a naval fuel station in Pearl Harbour, Hawaii, Mr. Doheny has personally guaranteed the Company against loss. Therefore the work continues.—Reuter's American Service.

INTERNATIONAL GOLF.

BRITISH PAIR'S U. S. TOUR.

BELLAIR HEIGHTS, FLORIDA, March 10.

Hagen and Havers defeated Ockenden and Kirkwood in a four-ball match, by one up.—Reuter's American Service.

[Havers is the young Norfolk-born professional who holds the British open championship. He is touring the States with Ockenden. Hagen won the British open title in 1922 and is in the first flight of American golf professors. Kirkwood is the New Zealand champion.]

HOME "SOCCER."

F. A. CUP SEMI-FINAL DRAW.

LONDON, March 10.

The draw for the semi-finals of the Association Cup is as follows:—

Manchester City or Cardiff v. Newcastle, to be played at Birmingham.

Aston Villa v. Swindon or Burnley; match to be played at Sheffield if Burnley wins the fourth round replay, and at Chelsea, if Swindon wins.

PENNY POST AGAIN?

LONDON, March 10.

The Postmaster-General (Mr. Vernon Hartshorn) replying to a deputation from the printing trades, expressed the opinion that restoration of the penny post was the most practical solution of unemployment in the printing trade.

Mr. Hartshorn said he would endeavour to induce the Chancellor of the Exchequer to agree to the financial sacrifices involved.

LATEST IRISH UNREST.

FREE STATE ARMY MUTINY.

SIEGE CONDITIONS AGAIN.

(Reuter's Service to the China Mail.)

LONDON, March 10.

Following the Free State Army mutiny there has been great activity among the Ulster constabulary in Londonderry. All motors crossing the border from the Free State have been held up and searched with the object of preventing any attempt being made to transfer arms from the Free State military barracks in Co. Donegal into Londonderry.

The military authorities in Dublin state that the search for Tobin and Dalton has hitherto been without result. Lorries full of soldiers have reappeared and are patrolling the Dublin streets.

Yesterday's cables reported that the wholesale demobilisation of the Irish National Army had led to trouble in several military centres. Two officers of high rank—presumably Tobin and Dalton mentioned to-day—had sent a letter to the President charging the Government with failure to interpret the treaty in accordance with the spirit of the Irish people, with the result that the military were endeavouring to arrest them for insubordination.]

INDIA'S TROUBLES.

GOVERNMENT AGAIN DEFEATED.

EXTREMIST TACTICS.

DELHI, March 10.

During the debate on the Budget proposals in the Legislative Assembly the Swarajists inflicted a series of defeats on the Government, refusing the customs grant of 75 lakhs and successively rejecting by narrow majorities the Government's proposals regarding income tax, salt tax, and opium.

Moving the rejection of the customs grant, Mr. Motilal Nehru declared that while Indians welcomed the change in the angle of vision evinced by Lord Olivier's recent speech in London, the British Government's reply to the demand for responsible government was wholly unacceptable.

Sir J. Hailey described the motion as an effort to bring constitutional government to a standstill.

EXPRESS SMASH.

DETAILS OF THE DISASTER.

FOUR PEOPLE KILLED.

PARIS, March 10.

The disaster to the Calais Ventimiglia express occurred at the Grands Violets halt, where the trains were recently diverted to Les Bouteaux.

The express had just passed the crossings when the engine was derailed and overturned, dragging with it several coaches, including a sleeping car and the dining saloon. The coaches were splintered. The driver and fireman were seriously injured.

One French and three British passengers were killed.

One French and 24 British passengers were injured. They have not yet been identified.

[An earlier cable stated that the Calais-Mediterranean express was derailed near Lyons.]

CHINA'S CUSTOMS.

WASHINGTON AGREEMENT DELAY.

TREATY RATIFIED.

LONDON, March 10.

In the House of Commons, Dr. W. A. Chapple (Labour) asked the reasons for the delay in carrying out the Washington agreement in favour of a special conference to deal with the levying of an extra 2½ per cent duty in China.

Mr. Ramsay MacDonald replied that a special conference could not be summoned until the 9-power treaty providing for it signed at Washington had been ratified by all the signatory powers.

ISLAM'S NEW HEAD?

JERUSALEM, March 10.

A hundred accredited delegates from all parts of Palestine conferred with the Moslem Supreme Council and unanimously offered King Hussein the Caliphate on behalf of the Palestine Moslems.

[The historic post of Caliph became vacant last week when the Angora Assembly deposed and deported the then reigning Caliph, King Hussein, the first King of Hedjaz, belongs to the family of the "Kutaba" in which the Sherif of Mecca had been vested for eight centuries. He is recognised by Mohammedans as the senior descendant of Mohammed.]

CONSULTING THE DOMINIONS.

LONDON, March 10.

In the House of Commons, in answer to questions, Mr. Ramsay MacDonald said the Government was communicating with the Governments of the Dominions and India on the subject of the Singapore base. He hoped to be able to indicate the policy of the Government at an early date, certainly before Easter.

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The reorganisation of the Unionist party formed the subject of a conference of the National Unionist Association, and during the next fortnight other meetings are being held to discuss that question, their future policy, and other matters.

Speaking at a meeting in support of the League of Nations, Mr. Austen Chamberlain insisted that no league could fulfil the full purpose of the League of Nations while the United States, Germany, and Russia were voluntarily or by decree excluded from it.

Some of the jewellery which was in the suitcase stolen from Prince George's motor-car in the West-end has been recovered. Included are the diamond cuff links, the gift of Queen Alexandra.

Sir Vesey G. M. Holt, K.B.E., senior partner of Messrs. Holt and Co., now amalgamated with Messrs. Glyn, Mills, Currie, and Co., left estate of the gross value of £349,926. The will of Mr. Oscar Browning, formerly of King's College, Cambridge, and afterwards a master at Eton, and author of various historical works, left property valued at £294.

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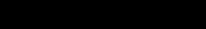
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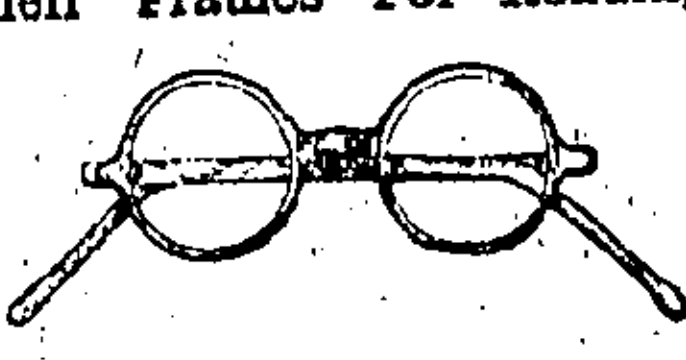
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The China Mail.

HONGKONG, TUESDAY, MAR. 11, 1924.

NO STRIKES.

In two distinctly divergent matters, yet in two matters of paramount importance to this Colony, we are to be spared a strike. For this relief much thanks and also for the sanity which is at length percolating the hide bound traditions that hitherto have exacted that where one side is dissatisfied with the attitude of the other, it must down its tools and refuse to do the things ordinarily expected of it.

The Singapore Dock scheme has been dropped by the Home Government. No one pretending but an elementary knowledge of the humanness of those who profess Labour principles, is surprised at such a decision. The Admiralty has accepted that decision and proceeds to the next piece of work—whatever that may be. The main fact is that the heads of the Admiralty have not gone on strike—in other words they have not resigned. They had a perfect right to do so. Presumably in their official wisdom and as experts they advised the scheme to men of different outlook and vision. Other men think otherwise and make rejection. The matter is a

most delicate one, and if the Nation has any finer feelings at all it must surely applaud the action of permanent officials—tried and true men as we know so well, in their expressed determination, in face of this rebuff, to carry on.

Our local Officers' Guild has met, and in spite of keen and understandable feeling on what has become to be known as the Piracy evil and their conception of the Government's proposals on this admittedly difficult problem, have decided not to strike, but to refer their grievances and their proposals to the Home Authorities. The decision not to strike earns the Guild the Colony's commendation. To have ceased for the time being to work the ships that we are so often told are the Colony's life blood would have been disastrous. The members of the Guild have achieved, by their resolute attitude, half the battle, and we may expect soon to see a suitable scheme propounded that will be acceptable to all concerned. The offensiveness of "resisting to the uttermost" has got to be removed. It seems on the surface to have meant one thing only, the resistance that ends in death, and having in view the treachery, the cunningness, and the apparent ease with which pirates are able to carry out their schemes, we are entirely with the Guild in its determination to reject the stipulation, implied or

otherwise, at all costs. The matter is weighty in all consciousness, and the wisdom of exercising a degree of charity and patience, apparent. The Guild has set a commendable example in its attitude regarding a strike. It is for the Government to act and to act quickly.

Reductions.

A word of praise is due to those public utility Companies who from time to time let the general public share in their success. True they do not issue bonus shares to those who are not shareholders—that would be impossible, but from time to time, as circumstances permit, they make reductions in the charges of their particular commodities. We have had reductions in Star Ferry fares—a most acceptable benefit let it be said and one that is sure eventually to benefit the Company, and now the Hongkong Electric Co., Ltd. announce a reduction in their charges for current supplied. This act of business justice merits the highest praise and proves that a monopoly can be rightly used when in the right hands. Other concerns of a utility character might well take to heart and copy where possible, these notable examples. Public justice demands that they do. Many of them—perhaps all obtain or have obtained special concessions from Government to enable them to commence and carry on their businesses with the greatest possible degree of ease. They have in many cases obtained land for buildings and houses at a nominal sum and not at public auction. If Government recognises its duty to the general public in this manner, it is also the duty of those companies who cater for the public, to treat it as generously as is possible, compatible with the future prosperity of the concerns they run.

Looking On.

Hongkong turns over in its comfortable bed and sleeps on. It is very sports loving, but the gods have decreed that it is as religious as any other quarter of the globe—so presumably everything is all right. The annual tennis tournament seems to lose nothing in popularity—particularly to those who are content to look on. The tournament itself seems to attract the same lot and class of entrants who invariably treat us to the same efficient exhibitions of tennis which makes us think that satiety has been reached and the game has lost some of its attractiveness and has developed into mere exercise. The day is surely coming when proficiency in games will be looked upon as evidence of a dissipated life and the possession of trophies as evidence of a questionable form of mania. It is the crowd that nightly gathers at the nets that has its interest for us. It seems to separate the wheat from the chaff—separates the valiantly crude from the scientifically accurate—in favour of the latter—watches the swift return, the uncanny placing, and awards its favours with strict impartiality—partly because it cannot help itself, some unconscious force compelling it to immediate recognition as soon as its admiration has been roused. It must learn something, must the crowd, otherwise its time is ill spent. Perhaps a sensuous thrill is obtained at the cheapest price the world knows—nothing. It must learn the value of restraint for the players keep themselves in hand; theirs not to argue; it is a grim and desperate struggle in which, we truly believe, the prize to be eventually awarded to the victor, does not enter into their thoughts. This of course is idle and superfluous speculation, for a crowd has no soul. It is, in this present case, a collection of individuals, glad to have the opportunity of spending a few hours in the company of those who if there was a University of tennis would all be Professors in it.

THE CHURCHES.

have been accused of remaining in the same old groove, and not conforming with modern procedure of thought and action. The accusation is general, but there are particular examples which stand out in opposition. The "magic lantern" has been introduced into church services, and now the cinema. The Rev. Simon Jones, a Unitarian parson of Nottingham, has now introduced Grand Opera into his services. "Tanhauser," "Lohengrin," and "Parsifal" are to be given. "Primarily," says Padre Jones, "we are out to present religion in terms that will

appeal to moderns. I hold there are some modern writings quite as inspired as the Bible, so that frequently, in place of the second lesson, I read from Ruskin and Wordsworth. We should, I maintain, utilise whatever we find good in literature to enrich our worship." This will strike the ordinary man as taking a particularly broad and attractive view, and do the cause of religion an immense amount of good.

which has reached the *China Mail* has doubtless also been sent to the St. Andrew's Society who will give it attention. It is from The Highland Association and asks for aid for those who are suffering from the great distress prevailing in the Highlands and Islands of Scotland consequent upon the blighting season and failure of crops. The appeal states:

The distress is acute indeed, and only immediate measures of relief can prevent the situation from becoming alarmingly serious. In appealing to the public, however, we are deeply conscious of the various and varied calls upon its generosity. At the same time, we feel that it will not view without the utmost concern suffering and helpless communities in real privation.

Land and sea failed them, and thus their only sources of livelihood—at all times scanty—are entirely cut off for a space. They receive no unemployment assistance, and while we have no desire to touch public sympathy by harrowing its feelings, we respectfully submit the circumstances of these Highland subjects to the kindly consideration of those who have the will and the heart to help them.

AUCTION.

If we regard the auction room as the valhalla of lost hopes and treasures, what are we to think of Lammer's announcement that they are about to auction an aeroplane? Auctioneers wisely stipulate that articles purchased at sales are sold with all faults etc.—a very necessary stipulation where an old aeroplane is concerned.

To the many stories Woodrow given recently regarding Woodrow Wilson must be added one which illustrates his exact manner of speech and thought, and has a lesson regarding looseness of expression. "On one occasion a man closely associated with him was asked by the President where he was going. 'I'm going to make a call on the King of Belgium,' was the reply. 'The King of the Belgians' was the quiet rejoinder. 'I accept the amendment,' said the visitor with a dignified bow. 'It is not an amendment but an interpretation,' corrected the then President.

A LIM. There was an old man of the Andes Who lived upon Sodas and Brandies. When asked by the Press For his name and address, He replied, 'I'm the last of the Dandys.'

To-day's Poem.

(Mankind.)
Men are but children of a larger growth;
Our appetites are apt to change as theirs,
And full of craving, too, and full as vain;
And yet the soul shut up in her dark room,
Viewing so clear abroad, at home sees nothing;
But, like a mole in earth, busy and blind,
Works all her folly up, and casts it outward
To the world's open view.
—Dryden.

WEATHER CALENDAR.

MARCH 11.
1750. If we got any nearer still to the torrid zone, I shall plume myself on sending you a present of cedar and orange-flower water.—Walpole.

SHADOWS BEFORE.

Coming Events Advertised in The Mail.

ENTERTAINMENT.

March 11.—Coronet Theatre: Pola Negri in "Gray Blood."
March 11.—Star Theatre: Douglas McLean in "Thundering Dawn."
March 11.—World Theatre: Roy Stewart in "Burning Words."
March 13.—Theatre Royal: Grand Orchestral Concert, 9.15 p.m.
March 14.—Theatre Royal: farewell visit of Kaia's Hawaiian Troubadours, 9.15 p.m.

March 29.—Theatre Royal, Grand Concert, 9.15 p.m.

SOCIAL.
March 11.—Master E. Danenberg's first public recital in St. Andrew's Hall (Theatre Royal), 5.30 p.m.

March 13.—Fourth annual dinner of Queen's College Old Boys' Assn., 8 p.m.

March 17.—Hongkong Football Club dinner in the Hongkong Hotel, 7.30 p.m.

April 2.—St. Andrew's Fete in the Church Hall and grounds, Kowloon, 2.30 p.m.

SPORT.
March 29.—H.K. Jockey Club extra race meeting.

PUBLIC AUCTION.
March 18.—Lammer Bros., at Sales Rooms, Duddell Street, electric furnace, etc., etc., Noon.

COMPANY MEETINGS.
March 14.—Extraordinary general meeting of the Hongkong Land Reclamation Co., Ltd., at Messrs. Jardine Matheson's Offices, 11.30 a.m.

March 15.—A. S. Watson & Co., thirty-ninth annual meeting at the Hongkong Hotel, 11 a.m.

March 20.—Hongkong & Whampoa Dock Co., Ltd., ordinary yearly meeting at 2, Queen's Building, noon.

March 22.—Yearly Meeting of Hongkong and Shanghai Hotels Ltd., 11.30 a.m.

March 27.—Fifty-fifth meeting of shareholders of the H.K. Fire Insurance Co., Ltd., at Messrs. Jardine Matheson's offices, noon.

March 29.—Further extraordinary general meeting of the Hongkong Land Reclamation Co., Ltd., at Messrs. Jardine Matheson's Offices, 11 a.m.

March 29.—Ordinary Meeting of Douglas Steamship Co., Ltd., at Company's offices 20, Des Vaux Road, 11 a.m.

March 31.—Forty-sixth annual meeting of shareholders of the China Sugar Refining Co., Ltd., at Messrs. Jardine Matheson's Offices, noon.

DOG AND CAT SHOW.
March 15.—In the Parade Ground, H.K. Dog and Cat Show, 2 p.m.

LOCAL AND GENERAL.

The Royal Hongkong Golf Club Junior Championship Competition, played at Fanling on Sunday, was won by Mr. G. Murray, 13 up and 12 to play.

During the year regular classes have been carried on in English, Chinese, Mandarin, Home Nursing, Chinese and Western cooking and Piano, with a total enrolment of 150.

Master Emil Danenberg's first public recital takes place this evening in St. Andrew's Hall, when the youthful performer will play thirty-one items. Mrs. D. J. Brown will also sing.

The special service squadron has arrived at Port Adelaide, states a *Reuter* cable. The squadron was heartily welcomed by great crowds. The city of Adelaide was beflagged.

Calcutta's population, according to the 1921 census, was 1,327,547 and Bombay's 1,175,914. The only other city more populous than Singapore is Madras, 1,265,911, including the cantonment. Rangoon had 341,962 people.

"We have reason to be encouraged, states the annual report of the Chinese Y.W.C.A. over the club work for younger girls. The pioneer club at the Association has passed its second birthday and has a membership of over twenty."

Kowloon Inland Lots 1,736 and 1,737, comprising 107,160 sq. feet and 90,750 sq. feet respectively, were sold by auction by Mr. Parker Rees for \$17,100 for the two lots at the Volunteer Headquarters yesterday. The purchaser was a Chinese.

The membership of the Chinese Y.W.C.A. now totals, 289, more than double the number when the Association was organized four years ago, according to the report presented to yesterday's annual meeting.

It is always a wise move to take down the number of one's riches on alighting anywhere. A Mrs. Nolis of Singapore did this, and was enabled as a result to trace the richa puller, who following her with household requisites she had purchased, suddenly disappeared as he was following her riches in Selegie Road.

The need for a bigger building to meet the organization's growing needs was emphasised by Miss N. Elliott, one of the European secretaries at the annual meeting of the Chinese Y.W.C.A. yesterday. "If our work is to advance we must have a more commodious building," Miss Elliott said, and we hope that when the time comes not only the members but friends of the Y.W.C.A. will make generous response to our appeal for help to build a permanent home."

LOCAL AND GENERAL.

According to a *Reuter* cable from New York, Canada, Italy and Denmark have challenged for the Davis Cup, bringing the number of entries up to seventeen.

Governor-General Wood has vetoed 30 of the 72 Bills passed by the Philippines Legislature, mostly on account of no funds being available, says a cable to the *Daily Bulletin*.

K. Keith was remanded by Mr. J. R. Wood this morning on a charge of absence from the House of Detention. It was alleged that defendant had served a month's hard labour for having been absent previously.

There will be a musicale at the Helena May Institute on Thursday March 13, at 5.30 p.m. Tea will be served from 4.30. Tickets 50 cents each, may be obtained from the Secretary, and should be booked in advance.—Adv.

St. Stephen's College past and present students will unite at a sports gathering at the Chinese Recreation Club to-morrow (Wednesday) at 3 p.m. The Band of the East Surrey Regiment (by kind permission) will be in attendance.

Later *Reuter* cables from Salt Lake City state that the fire which broke out in the Utah fuel mine greatly hindered the efforts of the rescue parties. The fire was extinguished late last night when seventy-five men who were exploring the mine found about thirty dead.

Four cases of small-pox having developed among the steerage passengers of the "President Hayes," the quarantine regulations are now very stringent, says a Manila cable to the *Daily Bulletin*. Passengers refusing to be vaccinated or unable to produce a certificate of vaccination are being barred from landing.

Motor-car No. 623, owned by Sun Kwong garage, accidentally knocked down a Chinese boy, seven years old, at the junction of Smithfield and Catchick Street, Kennedy Town yesterday. The boy was removed to hospital at 11.50 a.m., and succumbed at 9.20 p.m. A crowd of coolies became threatening at the time of the accident but a police official intervened.

"That thin man there is the one who pushed me into the harbour," said the complainant in an assault case this morning, at the same time pointing dramatically to a spectator in Mr. E. W. Hamilton's court. He was in the witness-box and had testified that two defendants had struck him while on a lighter alongside the s.s. "Wing On" at the Leung Wing wharf yesterday. Mr. Hamilton called the man forward and put him in the dock. All three of them denied the charges, their excuses ranging from ignorance of the affair to being chased by complainant with a chopper. His Worship disbelieved them and imposed fines of \$5 or 7 days each.

The s.s. "Sun-chow," which plies between Canton and Sheklung, was attacked by fifty armed robbers last Thursday when near Sun Tong, East River, on a trip from Sheklung to Canton, says the *Canton Gazette*. The soldiers on board the steamer who numbered 15, made every effort to save the vessel from the robbery. Owing to the fact that they were in bigger numbers the robbers successfully took command of the vessel and took away many valuable articles and also a passenger. Two of the passengers on board were injured by stray bullets during the fight between the soldiers and the robbers. The loss is estimated at ten thousand dollars. The "Sunchow" returned to Canton on Sunday.

SOCIAL AND PERSONAL.

A *Reuter* cable from London announces the death of the famous golf professional, Ben Sayers.

The death has occurred of Brigadier General J. S. Nicholson, Member of Parliament for the Abbey Division of Westminster.

The Bishop of Singapore will be away from March 6 till the beginning of April. He is going to Canton in order to attend the Synod of the Church of China, which is to be held from March 23. The Bishop of Labuan and Sarawak is also attending the Synod.

A beautiful wedding took place last Saturday at the Hotel Asia, Canton, between Mr. Lin Wai-shing and Miss Lai Wai-kin. Mr. Chu Shi-bak, the president of the Supreme Court officiated. Mr. Lin is an aviator of the Air Administration of the General Headquarters. The bride is the daughter of Commander Lai Ting-fu, one of the lieutenants of Gen. Li Fook-lum.

COLLISION SEQUEL.

CLAIM FOR DAMAGES.

PLAINTIFF GETS \$590.

Mr. Justice Gompertz gave his reserved judgment at the Summary Court to-day in regard to the claim made by Mr. Karl Ludwig Haessler, a Dutch subject and the Hongkong representative of George Bralle Ltd., against the Hongkong Hotel Garage and the Eagle Garage for \$1,000 damages. The action had its origin in a collision which occurred between two motor cars near a bridge on the road from Tai-po to Fanling on June 3.

For the plaintiff evidence was given at the hearing last month that he hired a Hongkong Hotel car on June 3, to go for a drive round the New Territory. It was 3 o'clock in the afternoon when the collision happened. There was nothing else but two cars on the road for miles, but instead of passing each other, the car in which plaintiff was riding and the Eagle Garage car coming from Fanling collided. The plaintiff's car continued on the road and ran down a bank into a ditch, a fall of 6 or 7 feet. Plaintiff was badly cut about the face, by the flying glass from the windshield.

Mr. Watson contended that by no possible means other than negligence could the accident have happened and he claimed damages from either one or the other of the garages or both.

His Honour's judgment this morning fixed the responsibility for the accident on the driver of the Eagle Garage car. Nothing turned, said Mr. Justice Gompertz, on the question of speed and he was satisfied that neither car was exceeding a prudent rate. After giving the measurements of the bridge and of the cars, His Honour expressed the opinion that with careful driving there would have been no accident.

"Was the driver of the Hotel car then negligent," he went on to ask, "inasmuch as he took more than his share of the road. He might of course have kept closely to his own side. But he had to think of the rail on the left—and a man may be a careful and competent driver without being an artist in driving. On the whole I think he was not to blame. He was on the bridge, where of course there is less clearance, by reason of the rail, than on the open road. In my opinion the Eagle river was in fault. An infinitesimal slackening of speed on his part would have given the other car-time to get off the bridge and it was for the approaching car to give way before reaching the bridge. The Eagle driver took a certain risk which I think a prudent man would have avoided and the responsibility for the collision is his."

"I come next to the matter of the swerve after the collision. It is urged that if the brakes had been applied immediately the Hotel car could have been drawn up at once, as the other car was. It would then not have left the road, and the plaintiff would not have been injured. The driver's explanation is that the steering gear was jammed by the impact, and that his whole endeavour was directed to keeping the car straight. He had not time to think of the brakes."

"... agreement of the parties," added His Honour. "I have invited the Honourable Mr. Messer to advise me on technical points. He states that he entirely approves of the tactics of the Hotel driver. The great thing was to keep the car straight if possible. A sudden application of the brakes would have been of little use and might have been even dangerous. There is evidence that a slight rain was falling. I respectfully concur in Mr. Messer's opinion and I shall give judgment accordingly."

His Honour therefore entered judgment for the plaintiff for \$195 special and \$500 general damages and costs against the Eagle Garage. Judgment was given in favour of the Hongkong Hotel Garage, their costs to be paid by the Eagle Garage.

Mr. M. M. Watson appeared for the plaintiff, Mr. H. C. MacNamara for the Hongkong Hotel Garage and Mr. McCullum for the Eagle Garage.

LITTLE TOO MERRY.

A Freeman and H. Hansen appeared before Mr. J. R. Wood this morning charged with being drunk on the Praya at 8.45 and 11.20 last night, respectively. Divisional Inspector Aris said defendants were found "hopelessly drunk."

Both pleaded guilty. Freeman explained that he was "mixed up with some fellows," had some drinks, and got knocked out. Hansen stated that he had come ashore from a ship. His Worship cautioned the men and enjoined them not to come up again.

TUESDAY, MARCH 11, 1924.

NEW PIRACY LAWS.

Why They Are Objected To.

"UNJUST, IMPRACTICABLE AND USELESS."

Guild's Letters To Government.

In accordance with the decision arrived at by the combined meeting of the China Coast Officers' Guild and the Marine Engineers' Guild of China, Mr. T. T. Laurensen (Assistant Secretary of the former) has forwarded us for publication copies of the letters which passed between the Guilds and the Government on the subject of the new piracy regulations.

OBJECTIONS, STATED.

"Resisting To The Utmost."

The first letter, from the combined Guilds to the Colonial Secretary, appears to be a general statement of the reasons why members of the Guilds disapprove of the regulations as a whole. It was written on September 12, some days after the draft regulations had been received from the Government and discussed, and it states:

"Sir,—We have to thank you for your letter of the 3rd inst. enclosing copies of draft Piracy Regulations, and now have the honour to report for the information of His Excellency the Governor, that we have taken every opportunity, by calling a meeting and by personal interview, to elicit the views of our members on the subject. Generally, the Regulations as a whole are viewed by our members with great disapproval, as being unjust, impracticable and, therefore, useless for the purpose for which they are devised. We would first point out that we have reason to believe (which is strongly supported by the wording of the document) that no active member of the Mercantile Marine has been consulted in the framing of the Regulations, which do not as a whole, or in any material part, coincide with the tenor of the suggestions put forward at an earlier date.

Section 1.

This section discloses a very grave misconception of the conditions under which piracy occurs on the Canton River delta and the China Coast generally. In postulating that it is the duty of the master and other certificated officers to resist to the utmost any piratical attack it assumes that they have a crew of their own nationals under their command and that the pirates attack the vessel from the outside. This is not the case, not only are these officers surrounded by an alien crew, but this alien crew may be, passively if not actively, part of the piratical gang. (Instance, the quartermaster of the "Sui An" leaving the wheel and jumping to the main deck for refuge). The further and greater difficulty arises from the fact that none of these attacks are initiated from outside the vessel. Till the actual moment of launching, the first attack the pirates are apparently peaceful passengers and are free to place themselves in any cove of vantage which they have ample time and opportunity to select, without let or hindrance and, possibly, with the connivance, if not actual co-operation of the compatriots who form the crew. This is the position in which three, four or, at most five European officers find themselves when they are commanded, by persons who have not been, or ever will be so placed, to resist to the utmost, and gives reason for the pertinent question:—What is the utmost they can do? To which the obvious answer is:—Absolutely nothing.

"This obligation is imperative and no discretion may be exercised whether to resist pirates or not."

Imperative obligations admit of no discretion. Discretion is the quality without which no man can be an officer; they very idea of an officer without discretion is a paradox and, to say the least, ludicrous and absurd. The officer is the leader of others, the individual with the brain to direct the forces at his disposal and it is he who assesses the position and issues the executive commands.

Sections 2 & 3.

"Any particular officer considered unfit by the Governor in Council shall cease to be employed as an officer on the ship."

As the particular officer in question will hold a certificate of competency issued by the Board of Trade and will have no other vocation, what steps will be taken to permit him to obtain an honourable living? It would appear that it is the intention of the Hongkong Government that officers of the Merchant Service who were, during the War, ranked with and next to officers of the Royal Navy are now to be treated

with less consideration than the "ratings" in that service. This attitude is preposterous, and the Officers of His Majesty's Mercantile Marine serving on the China Coast demand fair treatment and the recognition of their status which is nowhere evinced in the document under review.

Section 5.

"The Master shall have complete control of the ship and all on board."

Without discrimination no man can control, without discretion no man can discriminate, hence it is impossible for the master to have complete control and a paradox is disclosed which places the master in a position of being unable to avoid the violation of some part of the Regulations.

Section 7.

"When the master has any cause whatever to believe or to consider..."

But by Section 1 he has no discretion! Further, we are directed to say that the officers of the Mercantile Marine on the China Coast will be delighted to assist in any measure which will tend to the extinction of piracy, or to consider any practical suggestions which may be advanced by their professional brethren. They do not, however, propose to allow their duty to be dictated or criticised by any person or persons who are not professionally connected with the active duties of the Mercantile Marine.

In conclusion it is submitted that piracy, fire and shipwreck are risks common to every person interested in the voyage and, as such, are insurable. The officers engaged on the China Coast fail to perceive why they should gratuitously shoulder the responsibility at the dictation of any person or persons who do not personally or in any manner share the risk which these Regulations direct that they shall take."

WHAT GUILDS WANT.

Arms A Danger?

Following a combined meeting of the Guilds on February 3 the following letter, conveying a number of suggestions, was forwarded to the Colonial Secretary on February 4:

"Sir,—We have the honour to inform you that a combined meeting of members of the China Coast Officers' Guild and the Marine Engineers' Guild of China was held on Sunday the 3rd inst. at which were present fifty six (56) members, most of whom are engaged in vessels subject to the Regulations made under the Piracy Prevention Ordinance, No. 23 of 1914.

"At this meeting, convened for the purpose, the matter of piracy was exhaustively discussed and we were, by it, instructed to forward, for the consideration of His Excellency the Governor, the following Resolutions:—

(1.) That, in so far as piracy prevention is concerned, the Police Department be relieved from all duties in regard to sea-going and river steamers whilst outside the waters of the Colony and concentrate its attention to detecting and preventing the embarkation of unlawful persons and/or firearms whilst these vessels are in Hongkong Harbour, unless some better method is devised.

(2.) That all arms and armed guards required by the Piracy Regulations be removed from every vessel and the absolute command thereof restored to the Master as laid down in the Merchant Shipping Acts, unless some better method is devised.

(3.) There shall be at once inaugurated a proper system of patrol in the Danger Zone.

(4.) That all vessels subject to Piracy Regulations shall have wireless telegraph installed and under the control of a competent operator signed on the Articles.

(5.) That insurance be automatically effected for every Master, Officer and Engineer whose duty takes him into the Danger Zone, the premium for such insurance, to be paid with the money at present paid as wages to the ratings, in the event of them being removed from the vessel.

(7.) That a substantial reward be offered for information which leads to the arrest of any person implicated in any piratical attack.

(8.) That a reward should be paid in all cases of seizure of arms and/or ammunition.

(9.) That these Resolutions be at once presented to the Honourable the Colonial Secretary for the consideration of His Excellency the Governor, and a detailed reply requested in time to present to this meeting which stands adjourned till Sunday February 17, 1924, at the same time and place for the purpose of receiving such reply.

Reasons Why.

As, in the interests of conciseness, it has been deemed advisable to make the Resolutions as brief as possible, it is considered necessary that the point of view of our members should be explained at some what greater length and we are instructed to submit the following objects and Reasons:—

(The numbers refer to the Resolutions.)

It is considered:—

(1.) That, as long as the Police Authorities have the control of a duty which is obviously outside the province of their proper activities, so long will the Naval Authorities refrain from taking any steps in a matter which is so essentially maritime and which cannot be efficiently directed under any dual control.

(2a.) That, as arms are indispensable to the prosecution of their nefarious designs, it is obvious that they will make them a principal objective, firstly to gain possession of the ship and, secondly to add thereto their armament, it therefore strongly emphasises the contention that these arms are a danger and should be at once removed from the vessel.

(2b.) That the guards, who are neither sailors nor policemen, are not sufficiently intelligent to act in an emergency on previously formulated instructions without the steady influence of a controlling European Officer. In no case has the Captain been taken by them, they have always declined combat and accepted the least painful of the alternatives of being disarmed or shot. It is obvious that this attitude in an emergency is a hindrance rather than a help to the already outnumbered Master of the vessel in any attempt to retain control of his ship.

That the control, as established by the Regulations, is a divided one in which the influence of the Police is paramount, and to such an extent that the authority of the Master is largely discounted and is frequently nullified.

That even when reports are made to the Officer Commanding Guards as to misconduct (sleeping on duty, drunkenness, disobedience of orders of the Master and Officers) the penalties are ridiculously inadequate and the little corrective effect they might have is rendered absolutely nugatory by the fact that frequently the same guard is returned to resume duty on board the same ship. His respect for the ships officers is in no way enhanced when his misconduct is condoned in this flagrant manner.

That a striking instance is afforded in the case when corrective measures (report to O.C.G.) were taken against one of the guards by the Chief Officer of a river steamer which subsequently led to his death at the hands of the man he had reported; the said officer being fatally shot in the back whilst on the bridge at his post of duty, the murderer being allowed to escape.

(3.) That a system of patrolling the routes traversed by these vessels by armed staff equipped with wireless installations is the only means by which efficient counter measures can be taken.

That this is a duty which should be entirely in the hands of the Royal Navy which is the only Service adequately equipped to carry it to a successful issue.

(4.) That the installation of wireless telegraph, although possibly expensive as to first cost, is nevertheless imperative and, if it tends to save life and property or check this crying evil, as it most assuredly will, no consideration of first cost should be allowed to weigh against this obvious factor of efficiency.

Insurance For Officers.

(5.) That the money paid by the shipowners for the services of the guards might be more suitably directed to the insurance of the lives and bodies of the European officers engaged in vessels subject to the Piracy Regulations. Under present conditions it is the lives and bodies of these officers which form the premium of insurance on the property of others. No form of recompense for bodily injury sustained is demanded by the law and none has ever been paid.

When it is remembered that the least amount paid (in the case of vessels carrying four (4) guards) is \$1,200 per annum it is clear that this amount would easily cover any premium on the life and limb of any of the officers engaged in that vessel. If would thus be an assurance to these gentlemen that they were some real value rather than (as appears to them at present) mere food for powder. Their present position is that not only have they their maritime duties to perform, but have, in addition (at the behest of people

totally unacquainted with these duties) to bear the brunt of and all responsibility for a failure to carry out the regulations.

We have no knowledge of any other civilian calling in which the employee is called upon to offer his life in order to defend the property of others, and we are constrained by reason to think that, if it were so, an adequate recompense would be given for the sacrifice.

(6.) That the absence of any form of enquiry into any of the cases of piracy which have occurred since that of the "Sui An" in November, 1922, has given rise to an intense feeling of insecurity, greatly aggravated by the attempt, in the "Draft Regulations" submitted to His Excellency the Governor, to intensify the personal risks of those immediately concerned by a body of gentlemen who at no time ever had or ever will have similar duties to perform.

(7.) That as the offer of a reward for useful evidence is the practice in connection with the detection of other forms of crime, it could be profitably adopted in cases of piracy.

(8.) That, as it has been noticed by many of our members that the search of passengers is frequently very superficial, it is considered that a hope of reward would strengthen the incentive of the searchers to discover arms and ammunition.

(9.) That the necessity of pressing for a detailed reply is demonstrated by the fact that our letter of September 12, 1923, addressed to the Honourable the Colonial Secretary on the same subject has never been acknowledged.

That the necessity of pressing for an early reply is demonstrated by the fact that, although the Regulations have been on the Statute Book since 1914, Piracy is increasing and the lives of our members constantly at stake, but no satisfactory action has been taken whereby a remedy might reasonably be expected.

At any time and on any notice, however short, we shall be pleased to wait on you and endeavour to explain any points which may appear to be obscure."

CONVOY SYSTEM.

A Beginning Made.

Other letters on the file include the one from the Colonial Secretary, published in the *China Mail* yesterday, which, promises that the Guilds' two letters published above will receive the "careful consideration" of the Government, and various acknowledgments.

On February 16 the Captain Superintendent of Police wrote to the Guilds as follows:—

"Gentlemen,—With reference to the representations made to the Government by the China Coast Officers' Guild and the China Engineers' Guild which include inter alia the provision of escorts or convoys for steamers in the danger zones, I have been requested to inform you that His Excellency the Governor has given his consent to the establishment of a convoy or escort system on the Canton River, and as far as Kongmoon on the West River to begin with. The Commodore has promised every assistance provided he can get the concurrence of the Admiralty. The Colonial Government is supplementing the number of vessels which the Navy can place on this service by hired vessels to be manned and armed by the Naval Authorities for this purpose.

It is hoped that the convoy system may be brought into force within a very short time."

Guards now Superfluous?

The last letter on the file is dated February 18. Addressed to the Colonial Secretary, it states:—

RE PIRACY.

Sir,—We have the honour to inform you that a letter has been received from the Captain Superintendent of Police published above, copy of which is enclosed. This letter was read at a Combined Meeting of the China Coast Officers' Guild and the Marine Engineers' Guild of China held at West Point on Sunday 17th February, when the following resolutions were passed:—

(1.) That this Meeting has great confidence in the arrangement and establishment of convoys and escorts being placed in the hands of the Naval Authorities.

(2.) That with the inception of a system of convoys and escorts the Indian Guards as required by the Piracy Regulations are superfluous and should be immediately removed from the vessels subject to the approval of the Naval Authorities.

Apart from the general approval of the meeting, many officers who were on duty, and could not attend have since expressed their satisfaction regarding the resolutions passed.

Respectfully awaiting the detailed reply as mentioned in your letter No. 1 of 22nd 1923.

DEMAND FOR RANSOM.

LETTERS FROM "KWONG SHUN" PASSENGERS.

BANDITS' STRONGHOLD.

MISSING VESSEL REPORTED SIGHTED.

At 10 a.m. yesterday, the s.s. "Wing Tai" is reported as having sighted the missing steam-launch, "Kwong Shun" lying in a creek about five miles south-east of Gay Mun. Whether this is correct or not remains to be ascertained, but the *China Mail* was informed this morning that the Naval authorities were active. What is being done is not disclosed but a rumour is current that members of the Criminal Intelligence Department have left for Kongmoon and Macao to co-operate.

The "Wing Tai" is a small wooden vessel which has run from Hongkong to Wuchow, Kongmoon and other ports.

It is also stated that the launch "Stanley" has been scouring the waters in the neighbourhood of Macao but she has not seen the stolen launch.

Yesterday, a number of letters were received by kinsfolk of some of the kidnapped passengers, written either by the bandits or the victims. A few were brought to the Chinese ferry company and Central Station.

This morning a *China Mail* man was courteously shown two of these letters by the superintendent, Mr. Lau King-chor. Enclosed in one envelope was a slip with Chinese characters written with a blue pencil. This was the address of the pirate chief and was as follows:—

"Kongmoon, Tung Hing boarding-house,

(to be re-delivered to)

Fu San, the Kwong Fat firm,

for Wong Ng."

Fu San means Tiger Mountain.

It is clearly shown on a map of the "Triangular corner of Kwong Chow (Canton prefecture)," i.e. the peninsula at the south of the Canton River delta.

Detailed information as to the pirates' stronghold is given in the letters. It is supposed to be at Sha Mei (probably a village), about a mile south of "Tiger Mountain," in the Dau Mun territory (surmised to be the name of the tip of the peninsula), Heungshan district. From the map, Sha Mei appears to be due west from Macao, facing San Chow Island and accessible by small creeks.

An imposing chop, full of significance, appears on the letters. The design is surmounted by the sun (actually the character for "day") inside a circle on an octagonal star, and flanked by bamboo trees, replete with stems, branches and leaves. In the middle is the name of the gang "Hung Yee Tong" and "Heung Yap" indicating "pertaining to Heungshan." On either side of the gang name are the characters 東西式海

"The two seas of the East and West" and 同行解應

"Those of the same profession (are requested to) accord recognition." At the foot is a smaller design with the chief's name. A peculiarity about this is that it is flanked on the top, left and bottom by bamboos but the right side is left clear. Parallel with the sun design are the crossed flags in vogue in the Revolution.

Briefly, the "coat-of-arms" denote that the sun shines perpetually on the bandits. The bamboo around the gang name and at the bottom, convey the idea that the stronghold is firmly entrenched inside the forests with the chief (whose name is at the bottom) guarding the entrance. His name is not entirely enclosed because of the superstition that this would mean his being located. With one side clear, he is free to go as he chooses. A common Chinese designation in connection with bandits is 綠林之下 The use of bamboos in the design is a pun on the term and implies 竹林之下 meaning "living under the (bamboo) forests."

Sums varying from \$100 to \$200 are demanded in the letters, in addition to best Hongkong opium, "Three Castles" cigarettes, Chinese silk, tinned eatables and "Morley" brand singlets.

Part payment in kind is desired because of difficulty in procuring these articles in the interior. Chinese dandies invariably wear a long-sleeved cotton singlet next to the skin and the brand mentioned is considered the best up-country.

This company has declined the offer of the Kongmoon official to provide Chinese payal-boats for a search, owing to the difficulty of sending up coal, but there is a possibility of Chinese troops being moved towards the stronghold.

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3347 I'M SEVENTEEN COME SUNDAY ...

THE FROG AND THE MOUSE ...

MURIEL, BKUNSKILL, Contralto

3346 A LEGEND ...

WITH COURTLY GRACE ...

Negro Spirituals by EDNA THOMAS

3345 I GOT SHOES ...

WAY DOWN UPON THE SWANEE RIVER ...

WILL FYFFE, Comedian

3344 I'M 84 TO-DAY ...

BE LONG TO GLASGOW ...

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"PRINCE"	7,648	20th Mar.	S'pore, Penang & Bombay
"NADDERA"	15,932	27th Mar.	B'bay, M'las, London & Antwerp
"STOLLA"	8,512	28th Mar.	S'pore, Penang, Col'bo & Bombay
"JYVPORE"	5,312	2nd Apr.	S'pore, Penang, Col'bo & Bombay
"KEYBER"	9,014	5th Apr.	Marseilles, London & Antwerp
"NELLORE"	8,932	11th Apr.	B'bay, M'las, L'don & Antwerp
"LAHORE"	8,932	11th Apr.	Singapore, Penang & Bombay
"TALIA"	8,932	12th Apr.	Marseilles, London & Antwerp
"OHINA"	7,851	18th Apr.	Singapore, Penang & Bombay
"SOUDAN"	8,932	25th Apr.	S'pore, Penang, Col'bo & Bombay
"KALYAN"	8,932	3rd May	Marseilles, London & Antwerp
"PLASSY"	7,438	10th May	Marseilles, London & Antwerp
"KASHMIR"	8,932	17th May	Singapore, Penang, Col'bo & B'bay
"SIOLIA"	8,932	24th May	Marseilles, London & Antwerp
"KEIVA"	8,932	31st May	Marseilles, London & Antwerp
"KASHGAR"	8,932	7th Jun.	Singapore, Penang, Col'bo & B'bay
"SOUDAN"	8,932	14th Jun.	Marseilles, London & Antwerp
"MOREA"	8,932	21st Jun.	Marseilles, London & Antwerp
"KARMA"	8,932	28th Jun.	Singapore, Penang, Col'bo & B'bay
"SIOLIA"	8,932	5th Jul.	Marseilles, London & Antwerp
"MALWA"	8,932	12th Jul.	Marseilles, London & Antwerp
"DEVANHA"	8,932	19th Jul.	Marseilles, London & Antwerp
"MANTUA"	8,932	26th Jul.	Marseilles, London & Antwerp
"KEYBER"	8,932	2nd Aug.	Marseilles, London & Antwerp
"KASHMIR"	8,932	9th Aug.	Marseilles, London & Antwerp
"KASHGAR"	8,932	16th Aug.	Marseilles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)			
"TAKADA"	8,932	18th Mar.	Singapore, Penang & Calcutta
"TORILLA"	8,932	25th Mar.	Singapore, Penang & Calcutta
"TALIA"	8,932	1st Apr.	Singapore, Penang & Calcutta
"JAPAN"	8,932	8th Apr.	Singapore, Penang & Calcutta
EASTERN & AUSTRALIAN SAILINGS (South)			
"ARAFURA"	8,000	2nd Apr.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	9th Apr.	Manila, Sandakan, Brisbane, Sydney & Melbourne
"EASTERN"	4,000	28th May	do.

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The Union S.S. Company's steamers to the United Kingdom via New Zealand,
Vancouver, San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London
via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN			
"NKILORE"	8,852	18th Mar.	Shanghai and Kobe
"TORILLA"	8,852	25th Mar.	Amoy, Moji and Kobe
"KALYAN"	9,118	22nd Mar.	Shanghai, Moji, Kobe
"TALIA"	10,000	29th Mar.	Moji and Kobe
"JAPAN"	8,852	5th Apr.	Shanghai, Moji and Kobe
"KASHMIR"	8,852	12th Apr.	Shanghai, Moji and Kobe
"SOUDAN"	8,852	19th Apr.	Shanghai, Moji and Kobe
"ST. ALBANS"	4,500	26th Apr.	Shanghai, Moji and Kobe
"KEYBER"	9,014	3rd May	Shanghai, Moji and Kobe
"NELLORE"	8,932	10th May	Shanghai, Moji and Kobe
"LAHORE"	8,932	17th May	Shanghai, Moji and Kobe
"TALIA"	8,932	24th May	Shanghai, Moji and Kobe
"OHINA"	7,851	31st May	Shanghai, Moji and Kobe
"SOUDAN"	8,932	7th Jun.	Shanghai, Moji and Kobe
"KALYAN"	8,932	14th Jun.	Shanghai, Moji and Kobe
"PLASSY"	7,438	21st Jun.	Shanghai, Moji and Kobe
"KASHMIR"	8,932	28th Jun.	Shanghai, Moji and Kobe
"SIOLIA"	8,932	5th Jul.	Shanghai, Moji and Kobe
"MALWA"	8,932	12th Jul.	Shanghai, Moji and Kobe
"DEVANHA"	8,932	19th Jul.	Shanghai, Moji and Kobe
"MANTUA"	8,932	26th Jul.	Shanghai, Moji and Kobe
"KEYBER"	8,932	2nd Aug.	Shanghai, Moji and Kobe
"KASHMIR"	8,932	9th Aug.	Shanghai, Moji and Kobe
"KASHGAR"	8,932	16th Aug.	Shanghai, Moji and Kobe

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must carry their own hotel expenses at Singapore
while waiting for the on carrying steamer.
In Saloon Passengers may travel by B.L.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All cabins are fitted with electric fans free of charge.
Parcels weighing not more than 44 lb. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.
For further information, Passage Rates, Freight, etc., apply to:-
MACKINNON, MACKENZIE & CO.
31, Des Voeux Road Central HONGKONG. Agents.

C. PORTLAND DIRECT
and Transhipment for New Orleans, Mobile, Savannah,
Charleston, Baltimore, Philadelphia, New York and Boston.
COLUMBIA PACIFIC SHIPPING CO.
OPERATING UNITED STATES GOVERNMENT SHIPS.
Vessels:
For Portland via Philadelphia Ports:
"West O'Rowa" 19th Mar.
"West Beate" 26th Mar.
"Dewey" 2nd Apr.
ARNHOLD & CO., LTD.
Phone Central 1500. 1, Charter Road.

COMPANIA TRASATLANTICA DE BARCELONA
Spanish Royal Mail Line
For MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & other SPANISH PORTS.
S.S. "LEGAZPI" 30th Mar.
S.S. "C. LOPEZ Y LOPEZ" 17th May
For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
S.S. "LEGAZPI" 19th Mar.
S.S. "C. LOPEZ Y LOPEZ" 28th Apr.
The steamers of this Company are all classed 1st A1 at Lloyd's and
are fitted with every modern convenience for the comfort and safety of the
passengers. Stewards and Dining Saloon.
For freight and for passage apply to:-
O. D. BARRETT
Messageries Building, Hongkong.
28, Central Avenue, R.O. CANTON.

HONGKONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.			
	March 4, 1914.	June 1914.	June 1914.
	Cts.	Cts.	Cts.
Beef, British, - Fat, 1 lb.	30	34	18
"Prime, 1 lb.	30	34	18
"Cured, - Ham, 1 lb.	30	34	18
"Bacon, - 1 lb.	30	34	18
"Pork, - 1 lb.	30	34	18
"Sausage, - 1 lb.	30	34	18
"Lard, - 1 lb.	30	34	18
"Tallow, - 1 lb.	30	34	18
"Fat, - 1 lb.	30	34	18
"Head, - 1 lb.	30	34	18
"Horn, - 1 lb.	30	34	18
"Hump, - 1 lb.	30	34	18
"Kidney, - 1 lb.	30	34	18
"Liver, - 1 lb.	30	34	18
"Testis, - 1 lb.	30	34	18
"Bladder, - 1 lb.	30	34	18
"Stomach, - 1 lb.	30	34	18
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"Intestine, - 1 lb.	30	34	18
"Heart, - 1 lb.	30	34	18
"Lung, - 1 lb.	30	34	18
"Kidney, - 1			

"ARROW" BRAND SEMI-SOFT COLLARS COMBINE WITH THE COMFORT OF A SOFT COLLAR THE GOOD APPEARANCE OF A STIFF COLLAR. WILL NOT WRINKLE, WILT OR SAG. EASILY LAUNDERED.

OBTAINABLE FROM:
TAK CHEONG, 50 Queen's Road Central.

COMMERCE AND FINANCE.

HOME COTTON MILL DISPUTE.

LOCK-OUT AVERTED.

LONDON, March 10.

The threatened cotton lockout has been virtually settled by the card room amalgamation with drawing from the Thornham Mill dispute which has thus become an isolated question.—*Reuter.*

A cable dated March 3 stated: A meeting of the Card Room Amalgamation Executive at Manchester decided to request the Federation of Master Cotton Spinners' Associations for a conference with a view to a settlement of the Thornham mill dispute. The difference has now been narrowed down to 39 pence per week cash for two women operatives who were instructed to feed four machines instead of three.

HONGKONG SHARE MARKET.

In addition to the quotations given on page 11 as usual, the following should be noted:—
Hongkong Stock Exchange:—
H.K. Stocks \$22 cum div. ex rights nom ex rights \$9 premium seller.

Cements ex rights \$29 1/4 nom. rights \$5 prem. buyer.
China Providents ex bonus and rights \$23 nominal, rights \$2 1/2 prem. nom. Bonus shares \$23 nom. Ropes ex bonus and rights \$27 nominal, rights \$3 prem. buyers. Bonus shares \$27 nominal.

China Light \$13 1/4 ex rights nom. rights \$8 prem. buyers.
Note: China Providents Old Issue shares are Nod. 1,170,000. Hongkong Ropes Old Issue shares are Nod. 1,600,000.

Hongkong Share Brokers' Association:—
Cements.—New issue 6 premium C. Lights.—New issue 7 premium.

Providents.—Ex-rights and Bonus 22 1/2 nom.
Providents.—New issue premium 2 1/2.
Ropes.—Ex-rights and bonus shares 26.
Ropes.—New issue premium 1.60.

Hotels.—New issue 5 premium sellers.

NAM PAK HONG DOINGS.

With the exception of a drop in the medium and lower qualities of Siam rice in sympathy with a fall in quotations for the Saigon products owing to large changes to report in the Nam Pak Hong markets. Flour and sugar are unchanged.

MORE SHIPMENTS ARRIVE.

Another Nemaze steamer has brought 50,000 "quarter" sacks of flour to be added on to the already large stocks in the Colony.

Yesterday there were quite a dozen cargo steamers in the harbour with shipments of rice from Saigon and Bangkok. A few were discharging while the others were idle. Of the stocks being loaded into lighters, the majority was landed into godowns and only a small part shipped direct into rice-junks for Canton and up-country. Movements for the interior are slow.

RIVER TRANSPORT "SQUEEZE"

Militarists are devising all kinds of means to raise revenue in the interior. Fairly large lots of poultry are reaching Wuchow daily, but freight rates on the motor river-ships are high owing to the levies imposed by soldiers en route. Merchants transporting produce or merchandise from Canton, Samshui and adjacent river-ports, have to pay levies to military, besides the usual customs and like.

ROYAL DUTCH LLOYD.

AMSTERDAM, March 9.
The Government has drafted a bill authorizing the grant of cash advances to the Royal Dutch Lloyd Co. for five years to cover the company's working losses; the grant not to exceed 5,250,000 guilders.
The City of Amsterdam is to make similar advances, not exceeding 1,750,000 guilders.

The Royal Dutch Lloyd undertakes to pay six per cent interest on the advances, and financial reorganisation is likely to be instituted shortly, entailing a reduction of interest on the company's bonded debt from seven to four per cent.—*Reuter.*

GERMANY'S CURRENCY.

BERLIN, March 8.

In the Budget Committee of the Reichstag, Herr Schacht, President of the Reichsbank, outlined a plan for the establishment of a new bank of issue, or a German gold note credit bank. The institution is to be purely German and managed by the Reichsbank. The resources will be 500,000,000 gold marks and notes will be in the denomination of pound sterling, which, among other reasons, the Reichsbank directorate considered to be the most serviceable, as German trade, in the main, depended on the London money market.—*Reuter.*

INDO-CHINA COTTON.

PARIS, March 9.

The Senate's colonies committee, inquiring into the question of the production of cotton, heard Colonel Bernard regarding the climatic and other advantages afforded by Indo-China where a society for the study of the cultivation of cotton is successfully experimenting on intensive lines similar to British methods in India. The speaker said that Cambodia cotton presented the characteristics of American cotton. M. Hirsch, President of the Niger Cotton Company, describing the results obtained in the French Sudan, said it might be possible to count on a yield of 400 kilograms per hectare. The company's cotton fields, where cultivation began three years ago, now cover over 3,900 hectares.—*Reuter.*

Figures just issued by the Australian Department of Trade and Customs show that the excise revenue of the Commonwealth for the past financial year for tobacco, cigars and cigarettes totalled £3,124,926.

OBITUARY.

MR. JAMES EDWARDS.

The death occurred yesterday of Mr. James Edwards, a well known and highly respected China Coast hand who had lately served as Chief Engineer of the s.s. "Taiming."

Mr. Edwards who had spent more than 40 years in China began his career out here with the Douglas Company and did transport service during the Boxer rising. After 19 years he left the Company, and went to Amoy as manager of the Amoy Engineering Co. at Kulang. There he remained for nine years, then becoming Chief Engineer of the "Tawan," until she was sold to Japanese interests. During the war he was on the "Seang Bee," and did transport service in this ship. He leaves a widow, Mr. Edwards had the Boxer medal, and two Great War medals.

Amongst those present at the funeral, which took place at Happy Valley yesterday afternoon, were the following: Capt. Hall, Capt. Jones, Capt. Brown, Messrs. Lawrenson, Anderson, McCallum, Campbell, Leighton, Thompson, Yule, Lawson, Hung, and many others.

Amongst the many floral tributes were included wreaths from Mrs. J. Edwards (wife), Mr. and Mrs. Anderson, Mr. and Mrs. Gill, Mr. and Mrs. Leighton, Mr. and Mrs. Lawson, Mr. Swanson, Capt. Brown, Capt. Hall, Mr. Yule, Mr. Thompson, Capt. Jones, and the Engineers' Institute. The Coast Engineers' Guild, Mr. King, and the Kwong Wing S.S. Company.

ROXOR

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RIFLE SHOOTING.

VOLUNTEER'S MEETING RESULTS.

On Sunday the Hongkong Volunteers finished their annual rifle meeting at Somersby where it has been taking place the last two week-ends. The full results are:—

All Competitors' Competition.—N.R.A. 1923 Conditions for King's Prize, First Stage, but no aperture sight to be used. 200, 600 and 800 yards. 7 shots at each range. Service rifles.—1. Sgt. McBrayne, 95 (H.M.S. "Despatch"); 2. Comdr. Wray, 92 (H.M.S. "Despatch"); 3. Comdr. Goodman and Lee, Corpl. Shaw, 88 each (H.V.D.C.). Range prizes: N. L. Ralston, 200 yards (H.V.D.C.); P. O. Lawson, 600 yards (H.M.S. "Tamar"); E. R. A. Wilkes, 800 yards (H.M.S. "Tamar").

Blake Shield.—A Challenge Shield presented by the late Sir Henry Blake. Inter-Company Competition for five men per Company. Won by Scottish Company (Lieut. Logan, Sgt. Smyth, Corpl. Goodman, Pte. Cuthill, Pte. Swan). A special prize given by Mr. R. M. Dyer for the highest individual score was presented to Corpl. Goodman.

Francis Cup.—A Challenge Cup presented by the late Mr. J. J. Francis, Q.C. Teams of 4 men each from all units. Any number of teams from each unit. Won by No. 9 Platoon's No. 1 team (C.S.M. Thornhill, Corpl. Lyon, Pte. R. Goodman, Pte. V. Sorby).

Musket Competition.—Open to all members of the H.V.D.C. Won by Corpl. Lyon, with Corpl. P. Goodman second and Pte. R. Goodman third.

Tyrd Competition.—Open to any member of the Corps who has not won a prize at any Corps Rifle Meeting. Conditions the same as for the Corps Championship. Won by Tpr. Mackenzie; Lee, Corpl. A. Young; C.S.M. Everest. The first prize was presented by Lane, Crawford & Co.

Far Competition.—Range, 200 yards. Jars to be filled with water and painted white. 9 Jars to each team, 3 teams to fire at one time. As many teams as desired may be entered from each unit but no combination from different units will be allowed. Rayonets to be fixed. Rounds, 5, per man. The team breaking the most jars to be the winners. Time unlimited. Won by the Scottish Company (Sgt. Smyth, Pte. Swan and Pte. Mackenzie).

R.V.R. Challenge Cup.—Open to No. 9 Platoon, 10 rounds at 200 yards of 6 tiles. Time, one minute. Pte. R. Lapsley took first prize and holds the Cup for one year.

Inter-Company.—Teams of 5 men, as many teams as desired may enter from each unit. Range, 200 yards. Rounds, unlimited. Bayonets to be fixed. 21 Tiles to Butt. Teams to be standing on firing point. Rifles unloaded. On whistle being blown, teams to lie down, load and commence firing. The teams knocking their tiles over in the shortest time to be the winners. Time limit, 2 minutes. Won by the Mounted Infantry (Lieut. Dowbiggin, Lee, Corpl. Shaw, Lee, Corpl. Young, Tpr. Mackenzie, and Tpr. Penning).

Corps Championship.—200, 600 and 800 yards.—7 shots and 1 sighter at each range. The winner will hold the Corps Championship Bowl for one year and will be given a replica of it. Won by Corpl. Lyon; 2. Corpl. F. C. Goodman; 3. Lee, Corpl. Shaw. Range prizes: Tpr. Mackenzie, 200 yards; Lee, Corpl. Young, 600 yards; Sgt. Owen, 800 yards.

Revolver Competition.—For members of the H.V.D.C. only. Service 45 revolvers. Range, 20 yards. 6 shots (3 right and three left hand). Time limit, 2 minutes. Bisley targets and scoring. Won by Tpr. Penning (26), with S.M. Westlake (19) second.

Open Revolver Competition.—Any type of revolver or pistol. Time limit, 2 mins. Range, 20 yards. Won by Sgt. Carpenter (H.K. Police), 27; Lt. Comdr. Stack (H.M.S. "Durban"), 26; Grimes, 26.

Attack Competition.—Open to any number of teams of 6. 400 to 100 yards. 15 rounds per man, leader excepted. Won by Scottish Company (41); 2. Engineers No. 2 team (32); Mounted Infantry (31); Engineers No. 1 team and No. 9 Platoon (26); No. 1 Platoon (21).

Machine Gun Competition.—Won by Dock Company Section (Lee, Corpl. Cullen, Pte. Robson and Pte. White).

Lewis Gun Competition.—Won by M.E. Transport Section (Messrs. Adams and Bruce).

Nagpur, March 9.—The Swarth's obstructionist tactics in the Council of the Central Provinces culminated in a total rejection of the budget. A salary of only two rupees yearly for ministers was voted, whereupon Mr. Standen, the finance member, declared that the Governor would have to take over the transferred departments. The *Daily Telegraph* Calcutta correspondent understands that Lord Oliver's sanction for dissolution of the council has already been sought.—*Reuter.*

TENNIS TOURNAMENT.

YESTERDAY'S RESULTS.

Nine matches were played off and one walk-over given in the annual H.K.C.C. tournament, play in which was resumed yesterday afternoon.

RESULTS.

The results of the various matches were as under:

Open Singles.—Yow Man-tsun beat K. Ohta 6-2, 6-2, 6-3; S. A. Rumjahn beat T. Yamada 6-4, 7-5, 6-3.

Open Doubles.—T. Honda and J. Abe beat K. H. Lo and R. Lim 6-1, 6-0, 6-1; Ng Sze-kwong and C. Choo beat N. L. Smith and J. E. Warner 6-4, 6-4, 6-2.

Club Championship.—A. B. Raworth beat D. S. Green 6-4, 6-2, 7-5.

H'cap Doubles.—W. Woodward and Dryden (+15) beat L. M. S. Lloyd and D. G. Bruce (+15) 6-1, 6-4; H. Owen Hughes and G. R. More (+15) beat R. E. Worthington and Grace (-15) 6-0, 6-0.

H'cap Singles.—A. Col. Hill (+4/6) beat Remington (+5/6) 6-4, 7-5.

H'cap Singles.—J. M. F. Nikkols (scr.) beat F. Lobel (+3/6) 6-2, 6-3.

Mixed Doubles.—R. E. Worthington and Miss P. Grace (-30) obtained a walk-over from Mr. and Mrs. N. L. Smith (+4/6).

TO-DAY'S MATCHES.

H'cap Doubles: Thomas and Mitchell (+15) v. Franklin and Alabaster (+2/6); Club Championship: C. W. Sowell v. H. Owen Hughes; Mixed Doubles: Mr. and Mrs. Stark (+4/6) v. H. E. Grace and Mrs. Dickson (-4/6); Open Doubles: Williams and Hattersley Smith; Trambitzky and Krebs v. Sousa and d'Assumpcao.

HOCKEY.

The Hongkong Hockey Club v. The First Surrey Regiment.—The following will represent the Club at the U.S.R.C. on Wednesday, March 12, at 5.15 p.m.—Club colours.

P. W. F. Mills, G. L. B. Beaber, G. Murray, E. J. E. Mitchell, A. S. Hett, E. L. Sim, C. R. Barr, R. E. A. Webster, G. R. More, W. Woodward, B. D. Evans (Capt.).

The Club Second Team v. A Navy "A" Team.—The following will represent the Club at the New Hockey Ground, (Kowloon) (near the Marine Ground) on Wednesday, March 12 at 5.15 p.m. Club in colours.

A. Bower, W. H. Edmonds, (Capt.) G. H. Piercy, the Rev. T. B. Powell, the Rev. N. Evans, D. Lyon, P. H. Holdman, H. Meacock, S. H. Garrod, F. Schepel, L. R. Buckling.

Paris, March 9.—Reports from French sources in Morocco indicate the seriousness of the situation in Spanish Morocco. Two Spanish posts are besieged, but they are managing to get food and ammunition by sea. The main routes are menaced by Rifis, who are violently assaulting a number of Spanish positions sixty kilometres west of Melilla.—*Reuter.*

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NOTICE TO CONSIGNEES.
From SAN FRANCISCO and LOS ANGELES via PORTS.

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"WEST IVAN"
having arrived from the above mentioned ports Tuesday, 11th March, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged cargo is to be left in the Godown where it will be examined at 10.00 a.m. Saturday, 15th March, 1924, by Messrs. Anderson & Ashe, Marine Surveyors.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the Godown and cargo undelivered after Monday, 17th March, 1924, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & BARRY,
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Hongkong, 11th March, 1924.

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RIDDLE OF AGE AND RICHES.



Photo by Central News.

Block by Nam Sun.

One of the most remarkable birth tangles on record is now being unravelled by the Brazilian Courts, a sum of £200,000 being involved in the question as to which of two twin babies was born first. Fernando Jose da Costa, a wealthy mine owner left his fortune unconditionally and absolutely to his first (unborn) grandchild. Two months after his decease the parents of the expected child quarrelled violently and separated, legally agreeing that if the expected baby proved to be a boy the father should have possession of the infant, but that if it were a girl it should be brought up by the mother. Twins were born, a boy and a girl, and the mother alleged that the female child was born first. The father, however, brought witnesses to prove that the first child born was a boy. He alleges that his wife has made a deliberate mis-statement in order that she may have the control of his father's money. Two doctors were present at the birth, and whereas one swears positively that the elder child was a boy, the other is equally certain that it was a girl. Our photograph shows Fernando Jose da Costa (left) and his sister Maria.

MEN IN THE CABLE NEWS.



Timothy Healy

President of the Irish Free State who received a letter from two Free State Army officers charging the Government with failure to interpret the treaty in accordance with the spirit of the Irish people, with the result that the military are endeavouring to arrest them for insubordination. They complain that the latest demobilised lists contain too many officers who participated in the Anglo-Irish struggle.



General Obregon, President of Mexico whom the American oil magnate Doheny claims to have lent \$5,000,000 to put down the revolution. This statement was made before the Senate committee inquiring into the oil scandal.



General Budenny, well known Soviet military leader, who, according to latest reports, is likely to succeed Trotsky as commander of the Red Army. Budenny has done much to strengthen the Russian forces and he is the most logical successor to the former Minister of War. Bad health is given as the cause of Trotsky's resignation.

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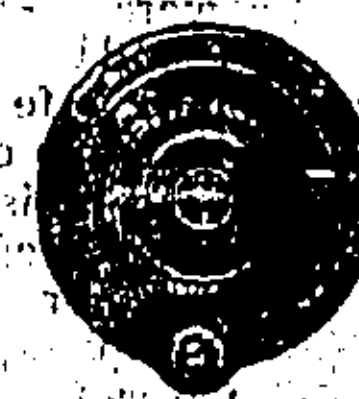
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THE TRAGIC EXILES.

TRAINING PRINCES FOR A LOST THRONE.

In a quaint old-world village which has been left untouched by the progress of the last two hundred years, writes a correspondent in the *Statesman*, lives the most tragic woman in Europe, the ex-Empress Zita of Austria. Lequeito faces the rollers of the Atlantic, standing on the rugged coast of north Spain, not far from the French frontier. Here the ex-Empress lives with her children.

The ex-Empress has thrown aside all ordinary looking villa, overlooking the sea, and her entourage is simple in the extreme. What this change must mean to Zita only those who knew the old Court of Vienna may imagine. Tall, slight of figure, with dark lustrous eyes and a mass of beautiful hair, the widowed Empress has turned recluse. The world has bruised her proud spirit; she desires only to withdraw herself from its turmoil and seek solace in the education and care of her children. I had been presented to the ex-Empress before the débâcle, in the days when the great Palace at Vienna—now empty, but for those apartments set aside for the Quaker relief workers and Government officials—was the focus of the most glittering assembly in European diplomacy.

EARLY IMPRESSIONS.

My first impressions of the young Empress were of a woman untouched by the artificial atmosphere in which she moved and had her being—it was rather the mother than the Queen that looked out from those great dark eyes.

This impression was revived when I was permitted recently to meet the ex-Empress at Lequeito. We spent about an hour together; and it was characteristic of her that during that time the conversation turned entirely upon her children, their health, their education, and the pressing problem of funds for their maintenance.

The fact that Zita is feeling the pinch may surprise those who recall the great wealth of the Hapsburg House. The explanation, however, is simple enough. The settlement of these estates is not yet completed since the death of King Charles. The whole property is sequestrated, and the present Government refuse to raise the bar. Therefore the Royal family is living precariously, with far smaller income than many middle-class Spanish families.

A FAIRY EUROPE.

The simple entourage of the ex-Empress includes two interesting characters. First, the Count Degenfeld, the tutor of the young archdukes. He is a man of the old regime. To him, as to the little pupils, history paused in the Summer of 1914. He admits no change in the governments of the Central Powers since then, he teaches his pupils by the old, half forgotten maps of Europe. Whilst the devoted count instructs these young folk to believe in a fairy Europe which has passed, the Europe of glittering courts, splendid magnificence of autocratic emperors, the Benedictine monk, Father Solymos, a Hungarian, gives the children instruction in the Catholic faith. The Archduke Otto (spelt Othon, properly) who, in the ordinary course of events, would have sat upon the throne of the Austro-Hungarian Empire, is his special care, he is an amenable child, quite unaware of the disaster which has ended the glory of his House.

The only companions of her own sex the ex-Empress has are the Countess Kerzenbrock and the Countess Menzdorff, both representatives of the old, austere Hungarian nobility. These two aristocratic women devote themselves to the younger children, the little archduchesses, doing for them all the humble tasks usually performed by nurses.

It was officially announced that the Government have decided that they are not prepared to dispose of the Government's shareholding in the Anglo-Persian Oil Company Ltd.

CHILDHOOD INDIGESTION.

is caused by errors diet, frequently by overfeeding. Among the troubles which arise from it are colic, wind in the stomach, vomiting, restlessness, sleeplessness, diarrhoea, and in severe cases, convulsions. The treatment is by means of Baby's Own Tablets, the gentlest and most delicate infant's medicine ever made. Also, post free, 6d. per box, from Dr. Williams' Medicine Co., 10, Riverside Road, Shanghai.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS.

FROM BANGKOK.

Mar. 17.—J.O.L.L. Savah Lento.
19.—E.A. Banks.
20.—E.A. Binsang.

FROM HANGHAI.

Mar. 20.—J.O.L.L. Tjiboda.

FROM SINGAPORE.

Mar. 19.—B.I. Sira.

FROM MANILA.

Mar. 14.—U.S.S.B. West Ivan.
Apr. 20.—U.S.S.B. West Chuapaka.

FROM JAPAN.

Mar. 13.—J.O.L.L. Tjiboda.
24.—O.S.K. Shunko Maru.

FROM JAVA.

Mar. 17.—J.O.L.L. Tjiboda.
19.—J.C.L.L. Tjiboda.
20.—J.O.L.L. Tjiboda.
21.—J.O.L.L. Tjiboda.
22.—J.O.L.L. Tjiboda.

FROM BOMBAY.

Mar. 14.—W.Y.K. Penang Maru.

FROM CALCUTTA.

Mar. 11.—B.I. Talmu.
17.—B.I. Japan.

FROM SYDNEY AND MELBOURNE.

Mar. 12.—N.Y.K. Yoshino Maru.
15.—B.S. Changsha.
Apr. 4.—E.A. St. Albans.
May 2.—E.A. St. Albans.
June 8.—E.A. St. Albans.
July 4.—E.A. St. Albans.
Aug. 1.—E.A. St. Albans.

FROM SEATTLE, VANCOUVER

Mar. 19.—A.O.L. West Ivan.
15.—A.O.L. Talmu.
18.—C.F.S. Tyndarus.
Apr. 9.—B.F. Tyndarus.
May 28.—B.F. Tyndarus.
June 18.—B.F. Tyndarus.
July 18.—B.F. Tyndarus.
Aug. 8.—B.F. Tyndarus.
Sept. 3.—B.F. Tyndarus.

SAN FRANCISCO & LOS ANGELES.

Mar. 23.—U.S.S.B. West Ivan.
FROM FRISCO, HONOLULU, KOBE, SHANGHAI.

Mar. 15.—D.S.L. Pres. Polk.
20.—D.S.L. Pres. Adams.
31.—D.S.L. Pres. Adams.
FROM NEW YORK & BOSTON.

Mar. 21.—P.L. Moorish Prince.
FROM EUROPEAN PORTS.

Mar. 16.—J.C.L.L. Alderamin.
30.—H.A.L. Havelland.
Apr. 8.—J.C.L.L. Alderamin.
8.—N.Y.K. Alderamin.
8.—J.C.L.L. Alderamin.
8.—J.C.L.L. Alderamin.

FROM MARSEILLE.

Mar. 11.—M.M. Amnane.
25.—M.M. Amnane.
Apr. 9.—M.M. Amnane.
21.—M.M. Amnane.

FROM LONDON.

Mar. 21.—P.O. Kalyan.
25.—P.O. Kalyan.
Apr. 3.—P.O. Kalyan.
7.—P.O. Kalyan.
17.—P.O. Kalyan.
17.—P.O. Kalyan.
17.—P.O. Kalyan.
17.—P.O. Kalyan.
17.—P.O. Kalyan.
17.—P.O. Kalyan.

FROM LIVERPOOL.

Mar. 14.—N.Y.K. Talmu.
18.—B.F. Sarredon.
31.—B.F. Sarredon.
Apr. 7.—B.F. Sarredon.
8.—B.F. Sarredon.
13.—B.F. Sarredon.
14.—B.F. Sarredon.
28.—B.F. Sarredon.
30.—B.F. Sarredon.
30.—B.F. Sarredon.

FROM ROTTERDAM.

Mar. 31.—B.F. Sarredon.
FROM COPENHAGEN.

Mar. 18.—E.A. Camilla Gilbert.
24.—E.A. Camilla Gilbert.
Apr. 26.—E.A. Camilla Gilbert.
May 20.—E.A. Camilla Gilbert.

INCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited):

Lambert Gascogne Kowloon, from Shanghai.

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Sikyok, from Wakamatsu.

Shimodayuku Ryukaboro, from Nagasaki.

Chotenan o/o Lun Shing Co., No. 4 Arsenal Street, from Heijo.

Snykyl, Des Voux Road Central, from Wakamatsu.

Tang Wai Pek 35 Kee Too Tze, from Shanghai.

Law Yuen Nien Nathan Road, from Shanghai.

Tang Yuen Chuen and Chik Sang 11 Bonham Road, from Peking.

E. V. JESSEN, Superintendent.

Hongkong, 21st February, 1924.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of unclaimed telegrams lying in E.E. Telegraph Office, Hongkong.

Nanyang, from Brunsell.

Pavement, Peking.

Waco, from San Francisco.

M. E. T. AHEY, Superintendent.

Hongkong, 21st February, 1924.

EXCHANGE.

Hongkong, March 11, 1924.

On London—

Bank, Wire... 5/4-1/2

On demand... 5/4-1/2

On 30 days sight... 5/4-1/2

On 4 months sight... 5/4-1/2

On 6 months sight... 5/4-1/2

On New York—

On demand... 80 1/2

Credit, 60 days sight... 80 1/2

On Bombay—

On demand... 170

On Calcutta—

On demand... 170

On Singapore—

On demand... 100 1/2

On Shanghai—

On demand... 115

On 30 days sight (private paper) 115

On Yokohama—

On demand... 115

Gold Leaf, 100 fine (per ton) 60.40

Sovereigns (Bank's buying rate) 8.30

Silver (per oz.) 108 1/2

SUBSIDIARY COINS.

Hongkong 50 cents sub. 100 p. 100

Cancon coins 194.60 p. 100

Bar Silver in Hongkong 11 p. 100

Chinese Copper Cash 10 p. 100

Chinese Copper Cash 10 p. 100

Rate of Native Interest 8 p. 100

Chinese Sub. Coin 115 1/2 p. 100

HONGKONG HEIGHTS.

For the information of visitors to the following list of some of the highest points on the Island and Mainland is published:—

ISLAND.

Signal Station 1774

St. Paul's 1734

Mountain Lodge 1730

The Byrie 1725

Peak Hotel 1508

Tai Koo Sanatorium 1000

St. David's 877

Bowen Rd. (Silverbeds) 890

MAINLAND.

Tai Mo Shan 8124

Kowloon Peak 1971

Lion Rock 1645

Shatin Pass 1000

Customs Pass 780

Peak 724

LOCAL SHARE MARKET.

HONGKONG, MARCH 11th, 1924.

OFFICIAL QUOTATIONS.

II A.M.

Names Stock Exchange Sharebrokers' Association.

Banks: H.S.B.C. T.T. selling rate 9/4 1/2

on London 9/4 1/2

on Shanghai 9/4 1/2

Hongkong Bank 114 1/2 b.

Chartered Bank 114 1/2 b.

P. & O. Bank 114 1/2 b.

East Asia Bank 114 1/2 b.

Messageries B 230 n.

Marine Insurance: Canton Insurance 715 b.

North China Insurance 140 b.

Union Insurance 284 n.

Insurance Company 11 s.

China United 11 s.

Far Eastern 11 s.

Fire Insurance: China Fire Insurance 145 b.

Hongkong Fire Insurance 555 b.

Shipping: Douglas 58 n.

H.K. Steamboat 43 n.

Indo-China (Pref.) 384 b.

do. (Def.) 384 b.

do. (H.K. Reg.) 32 n.

Shell Transport 82 n.

Star Ferry 82 n.

Hongkong Tugs and Lighter 33 1/2 n.

Refineries: China Sugar 271 sa.

Malacca Sugar 45 n.

Mining: Kailash Mining Adm. 70 b.

Langkate 33 1/2 n.

Shanghai Loans Comb. 33 1/2 n.

Shah Exploration 40 n.

Ranch: Trench Mines 42 b.

Ural Casp. 14 n.

Benzuet Wan P. 12 1/2 s.

Docks, Wharves, Godowns: H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

H. & K. Wharves 169 s.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet inches to the height given in the table.

March 4 to 10, 1924.

	High Water	Low Water
	Standard Time	Standard Time
	Height	Height
June 4	10 10 10	10 10 10
June 5	10 10 10	10 10 10
June 6	10 10 10	10 10 10
June 7	10 10 10	10 10 10
June 8	10 10 10	10 10 10
June 9	10 10 10	10 10 10
June 10	10 10 10	10 10 10

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—York Building, Chater Rd. Hongkong.

Correspondents in all commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of deposits.

Inquiries are welcome.

T. H. MAI, Manager.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of 1922) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

HONGKONG & SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

AUTHORISED CAPITAL... \$50,000,000

ISSUED AND FULLY PAID UP \$20,000,000

RESERVE FUNDS: \$4,000,000

SILVER... \$25,000,000

RESERVE LIABILITY OF PROPRIETORS... \$20,000,000

COURT OF DIRECTORS: D. G. M. Bernard, Esq., Chairman.

W. L. Patterson, Esq., Deputy Chairman.

A. H. Conington, Esq., J. P. Warren, Esq.

G. T. H. Edin, Esq., J. P. Warren, Esq.

Hon. Mr. P. H. Holyoke, N. L. Watson, Esq.

Hon. Mr. A. O. Long, H. P. White, Esq.

CHIEF MANAGERS: Hon. Mr. A. G. STEPHEN.

Manager Hongkong: A. H. BARLOW, Esq.

Manager Shanghai: G. H. STITT, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY AND FIXED DEPOSITS received for one year on short periods at the rate of 4 per cent. on deposits which will be quoted on application.

Hongkong, February 23, 1924.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT. per annum.

Local Currency and Shanghai Banking Corporation.

BUSINESS DIRECTORY.

Banks

De York & Co., Ltd.
100, Queen's Road Central.

China Bank, Ltd.
6, Duddell Street.

Building Contractors

Wing On & Co.
Building Contractors.
34, D'Aguiar Street. Tel. Cen. 1597

Coal Merchants

Sailan Mining Admin. (c/o Doddwell & Co., Ltd.)
Colliery & Steamship Owners.
Hutchinson Coal, Coke, Firebricks.

Watsul & Co., 5 Queen's Road Central.
Merchants, Coal Contractors and Shipping Agents—Phone Cen. 1543.

Curio Dealers

Leek King, Chinese Curios & Silver Ware

Dentist

Mary Fong, Dentist.
111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 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1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 3865, 3867, 3869, 3871, 3873, 3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 3975, 3977, 3979, 3981, 3983, 3985, 3987, 3989, 3991, 3993, 3995, 3997, 3999, 4001, 4003, 4005, 4007, 4009, 4011, 4013, 4015, 4017, 4019, 4021, 4023, 4025, 4027, 4029, 4031, 4033, 4035, 4037, 4039, 4041, 4043, 4045, 4047, 4049, 4051, 4053, 4055, 4057, 4059, 4061, 4063, 4065, 4067, 4069, 4071, 4073, 4075, 4077, 4079, 4081, 4083, 4085, 4087, 4089, 4091, 4093, 4095, 4097, 4099, 4101, 4103, 4105, 4107, 4109, 4111, 4113, 4115, 4117, 4119, 4121, 4123, 4125, 4127, 4129, 4131, 4133, 4135, 4137, 4139, 4141, 4143, 4145, 4147, 4149, 4151,